

 <p style="text-align: center;">STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES</p> <p style="text-align: center;">Policy and Procedure</p>	POLICY AND PROCEDURE NUMBER <p style="text-align: center;">07.05.060</p>	PAGE <p style="text-align: center;">1 of 3</p>	
	EFFECTIVE DATE <p style="text-align: center;">March 24, 2015</p>		
SUBJECT <p>Bridges with Critical Deficiencies</p>		SUPERSEDES <p style="text-align: center;">DPOL 07.05.060 DPDR 07.05.060</p>	DATED <p style="text-align: center;">March 31, 1994</p>
CHAPTER <p>Maintenance and Operations</p>	SECTION <p>Highways</p>	APPROVED BY <p style="text-align: center;">Signature on File</p>	

PURPOSE

This formalizes the policy and procedure (P&P) of the department to establish guidance for bridge inspectors and maintenance personnel when dealing with bridges with critical deficiencies.

POLICY

It is the policy of the Department of Transportation and Public Facilities (DOT&PF) to provide immediate corrective or protective action to safeguard the traveling public when a bridge is determined to be critically deficient.

Definitions

Bridge Management Engineer: Department's program manager for the implementation of the National Bridge Inspection Standards (NBIS). Individual delegated the duties and responsibilities for bridge inspection, reporting, and inventory.

Chief Bridge Engineer: Department's director of all bridge design and management operations.

Critical Deficiency: A critical deficiency is the existence of a bridge or bridge-related condition that is hazardous and requires immediate corrective or protective action to safeguard the traveling public.

Inspection Team Leader: Individual in charge of the inspection team responsible for planning, preparing, and performing field inspection of the bridge.

Responsible Authority: Authority responsible for maintaining the bridge.

PROCEDURE

Responsibility Assignments

1. Inspection Team Leader (Inspector)

- a. Take immediate actions necessary to safeguard the traveling public. If appropriate protective or corrective actions have already been taken to remove the immediate peril, no further field action is required except to note it in the damage inspection report.

Appropriate protective or corrective actions may include full or partial closure of the bridge, posting to a reduced live load or speed, temporary shoring, barricading, repair, etc.

- b. Immediately after the problem is observed, the inspection team leader shall document the condition/situation in a damage inspection report. This report will include observations, measurements, and photographs sufficient to determine the need for emergency load or lane restrictions and to assess the level of effort necessary to implement a repair. Attempt to complete this damage inspection report prior to leaving the bridge vicinity.
- c. Notify the responsible authority that a critical situation exists. The inspector may find it advisable to show the critical deficiency to the responsible authority. The inspector shall describe or demonstrate the situation so that the responsible authority has a clear understanding of the problem and methods and procedures appropriate for correcting it.
- d. Notify the Chief Bridge Engineer, the Bridge Management Engineer, or designee of the critical deficiency. Describe to whom it was reported, when it was reported, and what actions have been taken and any recommendations.
- e. The inspector, upon returning to the office, shall finalize the preliminary damage inspection report, including photographs, and forward it through the Chief Bridge Engineer and Bridge Management Engineer to the responsible authority. Request a written reply describing what corrective action is being taken or will be taken. A copy of the written reply should also be sent to the FHWA Division Bridge Engineer.
- f. Notifications to the responsible authority shall include a statement that if no response is received within 7 working days, the bridge may be closed.

2. Responsible Authority

- a. Take immediate actions necessary to safeguard the traveling public. Actions may include:
 - installing load limit signs
 - redirecting or restricting traffic (including bridge closure)
 - installing shoring
 - repairing or replacing the deficient bridge members
 - filling scour and erosion damage
 - and other activities needed to mitigate the hazard

- b. Within 7 working days of written notification, send documentation to the Chief Bridge Engineer listing:
 - repairs made
 - materials used
 - an estimate of repair costs
 - date repairs were made or signs were installed
 - photographs of repairs and/or restrictive signs
- c. If the corrective/protective action will be delayed, the responsible authority shall provide a schedule outlining when corrective action will be taken and what, if any, interim action will be implemented.

3. Bridge Management Engineer

- a. On notification from the inspector as described in Section 1(d) above, the Bridge Management Engineer or designee shall notify the FHWA Division Bridge Engineer in Juneau of the critical finding.
- b. Insure the bridge load rating is updated to reflect the damaged condition and initiate load posting if warranted and not yet implemented. Initiate preparation of plans, specifications, and engineer's estimate for necessary short-term and permanent repairs. Work with responsible authority to implement repairs.
- c. Schedule a follow-up inspection at an appropriate time, or some other method of verification shall be established, to determine whether adequate corrective or protective action has been taken.
- d. Maintain the files on bridges that have critical deficiencies.

AUTHORITY

23 CFR Subpart C 650.301-317
23 CFR Subpart D 650.401-415
23 USC 151(b)(4)(A)
AS 36.30.310
2 AAC 12.440

IMPLEMENTATION RESPONSIBILITY

Chief bridge engineer and regional maintenance and operations directors

DISTRIBUTION

All department employees via the DOT&PF website